

SECRET

2 February 1960

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[redacted]

Washington, D. C.

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In order that there may be no question as to the content of TCR's 1 through 16 which describe additional work authorized under, and required by, contract

[redacted] we would like to have the concurrence of the procuring contracting officer that the attached are true and correct copies of said TCR's.

This concurrence may be noted by endorsement below.

Yours very truly,

[redacted]

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Contracting Officer

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9 FEBRUARY 1959

TASK CHANGE RECORD NO. 1**Subject: Special Ducting Required By Engine Contractor**

Pursuant to previous arrangements, this Contractor is proceeding immediately to supply the Engine Contractor with special ducts according to specification PFY-155-0. These ducts shall simulate that portion of the ducting between the point of variable geometry and the engine connection and shall be used for coupled engine tests. Two ducts are required. The first to be delivered on June 30, 1959 and the second on August 15, 1959. The current concept of these two ducts is that they are identical. However, the start of fabrication of the second duct will be delayed approximately 3 to 4 months so that possible line changes can be incorporated.

In recognition of the fact that the task of supplying these ducts is an increase in scope over that originally called for, this Contractor submits the following changes in the contract with the customer:

	<u>Est. Cost</u>	<u>Fee</u>	<u>Total</u>
Basic Task			
TCR #1 25X1A			
TOTAL			

It is understood that the money for this additional task shall come from a transfer of engine program funds since these funds originally allowed for such ducts to be fabricated by the Engine Contractor.

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REQUIREMENT SPECIFICATION - SPECIAL DUCTING

February 2, 1959

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PREPARED BY:

25X1A

APPROVED BY

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REQUIREMENT SPECIFICATION - SPECIAL DUCTING

1.0 General

The purpose of this specification is to provide an outline of design and standard of quality for the furnishing of two pieces of special ducting.

2.0 Design

- 2.1 The duct shall be designed to the basic configuration as shown in drawing PF-5922011, "Study - Propulsion Arrangement System." Ducting to be furnished will be that portion aft of the point of variable geometry (Station 45) to the point of connection to the engine (Station 170) and of an approximate length of 10' 5".
- 2.2 The inlet to the duct shall be so designed that connections can be made to existing duct work by means of flange connection. Flanges may be round, oval, or rectangular.
- 2.3 Exit connection should mate with engine inlet connection as established for flight installation.
- 2.4 Maximum loading and temperatures to be used for design are those defined by the flight trajectory. Engine thrust and drag loadings are as defined by engine requirement data sheets.
- 2.5 Ducting shall be designed for an operating life equal to 300 simulated flight trajectories.

3.0 Supports

Provision shall be made to support the ducts using standard plate supports. To provide interchangeability, the duct shall be provided with short support plates to which it is possible to bolt facility supports. In general, six (6) inches below the bottom of the duct should be sufficient.

The duct shall be provided with lifting rings and fork lift skids to provide for easy handling.

4.0 Delivery

Delivery of the first unit shall be June 30, 1959.

Delivery of the second unit shall be August 15, 1959.

5.0 Cost

Total price shall not exceed

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PFY-155-0

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Handwritten signature/initials